



Caltrans "Avalanche Hunters" Dance to the Whims of Mother Nature

The sun is shining brightly and nary a cloud dots the sky. It's late winter in the Sierra. A caravan of skiers is rushing up Highway 88 to the Kirkwood Resort.

Suddenly, traffic comes to a halt. The threat of an avalanche has prompted Caltrans maintenance personnel at Caples Lake to hold traffic while a mountain of snow is "encouraged" to come cascading down the steep hills.

"On a day when it seems like you can see forever, the last thing that comes to mind is the threat of an avalanche," said Don Jardine, Maintenance Supervisor at Caples Lake.

But that is precisely the situation facing Jardine's avalanche hunters at Caples Lake whose job it is to keep Highway 88 over the Carson Pass at an elevation of more than 8,500 feet open and safe.

"Avalanches are serious business," said Tom Lupton, Maintenance leadworker and chief avalanche hunter on the day shift at Caples. "Up here, Mother Nature dictates the schedule. Even on a clear, calm day, the conditions may be just right to trigger a wall of snow to come down," Lupton said. "Our job is to determine when those conditions are present and to initiate a controlled avalanche."

Avalanche control on Highway 88 and Highway 50 in the Sierra is a 24-hour a day, seven-day a week job from November, when the first snow normally flies, until Spring.

"By triggering smaller, controlled avalanches, we reduce the potential for a large wall of snow cascading down onto the highway, trapping motorists and causing injuries or deaths. We want the snow to come down when we want. It's all about public safety," Lupton explained.

With slopes along the highway through the Carson Pass and the nearby Carson Spur ranging from 30 to 65 degrees, this is perfect avalanche country. Since 1972, when the state decided to keep Highway 88 open year round, Caltrans' Caples Lake crew has triggered more than a thousand avalanches. Crew members hope to nudge the snow on command, funneling it through 22 avalanche chutes, 13 at Carson Spur and 9 on Carson Pass. The result is a mini-mountain of snow on the highway, slumped 15 to 20 feet deep,

the potential for an avalanche and prompt the decision to bring it down, according to Lupton.

Factors the avalanche hunters keep an eye on include the temperature, rate of snowfall, barometric pressure, type of snowflakes, wind readings and water content of the snow. They also drive the route, looking for potential danger signs where the snow has built up into cornices hanging precariously over the road.

"The longer you are here, the more you just know that it is time," said John Carnell, reaching for the hair on the back of his neck to accentuate his point.

Carnell and Jack Lacy are part-time employees who are hired each year by the department to work the night shift on avalanche duty.

Avalanche control on Highway 88 operates with military precision. When a storm rolls into the area, the avalanche hunters swing into action.

Lupton on days and his counterparts on the evening and night shifts, Lacy and Carnell, studiously track the progress of the storm. From a tracking station in the Caples Lake maintenance yard, they watch for accumulations of snow to a depth of four inches.

When about four inches has fallen, the snow is weighed and measured for water content. The snow is also examined to determine the types of flakes. Snow in this area – commonly referred to as Sierra cement – has a greater water content, than the Stellar crystals (more likely to be found in the powder snow found in the Rockies). Sierra snow averages about 10 percent water content.

Temperature, the barometer reading and identifying the type of flakes are pieces of a bigger puzzle to determine when the conditions are ripe for an avalanche, according to



which Caltrans maintenance crews can remove safely.

Once the snow is on the road, a time estimate will be given on when the road will reopen to traffic.

It is a process that the Caples Lake crew has meticulously followed for more than 30 years.

While the process is crystal clear, the art of predicting avalanches is anything but an exact science.

"About the only thing that stays the same is the mountain. Everything else changes day to day or hour to hour," said Lupton, who is joined on the day shift by Pat Freeman and John Kearns.

For example, on a clear but windy day, enough snow can be moved around to create

DIRECTOR'S CORNER



Director Jeff Morales

We have all heard about the state's current fiscal challenge.

Therefore, it's important to remind ourselves of the primary mission ahead: to improve mobility across California. And that means more than ever that we must concentrate on working as a team, and apply our efforts toward the health of the entire Department – and not just our respective districts, divisions or units.

We can't be sure what tomorrow may bring, since many factors affecting our final budget remain uncertain. The revenue and budget picture for the state's current fiscal year, as well as next year's, remains unclear.

The President has signed this year's federal budget, which will provide about the same amount of revenue as last year. However, prospects for the following federal fiscal year are cloudy.

Other issues are still up in the air. We await a decision next year on the federal reauthorization of the Transportation Equity Act (TEA 21), as well as the Legislature's clarification on calculating weight fees.

In short, there are a number of issues that are unresolved and that we cannot control. At the same time, we know a good deal about certain items that we

Tough Times Present Golden Opportunity for Improvement

can manage. And we should take every opportunity to address those.

For example, we know that the State Highway Account (SHA) balance will fall below a prudent level, based on our current rate of expenditure. Armed with this knowledge, we have already begun to reign in operating expenditures in order to ensure adequate funding exists for personal services.

The Department is also working with the California Transportation Commission (CTC) to set priorities for projects and to stay within the limits of the SHA.

The Department has also instituted a hiring freeze on outside hires to assist with this goal.

By acting now to balance expenditures with revenues, we can fund existing positions and be in much better shape to face the upcoming fiscal year.

Now is the time to think about the bigger picture. We need to conduct a department-wide effort. We will all be called upon to contribute, to sacrifice and to ensure the overall health of the department, both for today and tomorrow.

In fact, we need to remember that the current fiscal situation affects more than transportation alone.

Other critical issues are also affected. The Governor and Legislature are faced with challenges in their budget decisions. They must address a number of important public issues – such as health care, law enforcement, and public education.

We in the Department understand that transportation is important. But so are hospitals, schools, prisons and benefits to the disabled.

We have much to be thankful about. The Governor's Proposed FY 2003-04 Budget would keep the Department's budget at a little more than 90 percent of its record levels, illustrating the Administration's continued support and commitment to transportation.

Over the past four years, the Department's profile has expanded. We've made considerable increases in local assistance funding and services, and have greatly expanded our role in community planning.

And more than ever, we are committed to protecting and enhancing the environment. The Department is now exerting its significant role in protecting the quality of life for California residents.

Though the situation presents significant challenges, it also offers opportunity. This is a time to reexamine what we do, why we do it, and how we can do it better and more efficiently.

This is a time for innovative ideas to surface. Perhaps the ideas that we put forward today will be transformed into the traditional methods of tomorrow.

And, finally, it is important for us to remember that the decisions we make now will serve as the foundation for providing California with an even greater level of mobility in the future.

This Department has weathered great challenges in the past. And, once again, we will clear the hurdles before us. I know that each of you will join me in pulling the Department and the state through these difficult times and into a brighter future for us all.



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Public Affairs Office
1120 N Street, Room 1200
Mail Stop 49
Sacramento, CA 95814
(916) 654-4020
(916) 653-4086 (TTY) or CRS - 711



Caltrans Employees Run to Rescue in Fight Against Strokes



Caltrans employees are busy training to run and walk in the American Stroke Association marathon in Hawaii this June to fund stroke education and research efforts. The Caltrans participants have been conducting weekly team workouts at California State University, Sacramento.

Transportation Engineer Rosana O. Pea and Senior Bridge Engineer John C. Rogers are headed to Hawaii.

Unlike the millions of tourists who flock to the island paradise each year for a restful getaway, the two engineers along with 22 of their Caltrans colleagues will be on the run – literally.

The Caltrans employees are busy training to participate in the American Stroke Association's Marathon on June 22 at Kona on the Big Island of Hawaii.

"The idea of running in a marathon was the farthest thing from my mind," said Pea, a 15-year employee of the department who freely admits to not exercising regularly.

Pea, who works in District 3's Design and Engineering Services unit, received an electronic note from Sally Skidgel in the Caltrans Safety Office earlier this year about the marathon and the goal of helping stroke victims and something clicked.

The same rang true for Rogers, who supervises the Division of Maintenance's Bridge Painting program for 800 steel

structures across the state.

For both Pea and Rogers the pain of strokes is personal. Two of Rogers' grandparents suffered strokes, as did Pea's aunt.

"It's for a very good cause. The money we are raising will help fund the Stroke Association's education and research programs," said Rogers.

Each of the Caltrans participants is attempting to raise \$3,800 of which 70 percent will be turned over to the Stroke Association. The remaining 30 percent will cover expenses for the runners. Participants in the marathon can either run or walk.

Since January, Pea, Rogers and the rest of the Caltrans team have been busy training six days a week. Starting with distances of one and two miles, they ultimately will work their way up to the marathon's 26.2 miles.

"I never really thought about running a marathon until I saw the notice," said the 45-year-old Rogers, who has jogged for years to keep in shape.

Although most of the training is on their own, each Saturday morning the Caltrans team runs together along the American River Parkway near California State University, Sacramento.

"At first, I didn't really think I could do it, but my daughter urged me on. When I saw her interest, I thought why not give it a try," said Pea.

Pea's daughter, Sarah, an eighth grader at Toby Johnson Middle School in Sacramento, has been training with her mother and plans to run the Hawaii marathon as well.



Caltrans employees joining Pea and Rogers are Lynn West, Janeen Rich, Julia Miranda-Bursell, Sharon Tang, Fred Dial, Hector Maldonado, Skip Close, Toby Joe, Jean Wagner-Brooks and Terri Porter.

Rounding out the team are Megan Rettke, Teresa Westervelt, Miguel Jaramillo, Sally Skidgel, Kathi Karish, Jan L. Walters, Helen V. Howe, Karen Jasper, Leslie Dyer, Carole Harris, Pattie Pool and Patricia Nichols.

Anyone interested in donating to this effort can contact any of the team members. More information about the American Stroke Association can be found at the following web site:

<http://www.strokeassociation.com>

Excellence in Transportation Award Winners

A total of 52 winners in 15 categories have been named in Caltrans' Excellence in Transportation awards contest.

The annual contest, which is marking its 17th year, honors organizations and people for their contributions to transportation in California.

A panel of judges representing diverse expertise in the transportation industry selected the winners from more than 100 applications.

The competition is open to public agencies, Caltrans, private sector consultants and contractors.

The winning entries will be featured in an upcoming issue of the *Caltrans Journal*.

The winners are:



EXCELLENCE
IN TRANSPORTATION

INTERMODAL TRANSPORTATION

Rail 2 Rail Program

- SCRRA/Metrolink
- Amtrak
- Caltrans Division of Rail

Alameda Corridor

- Alameda Corridor Transportation Authority
- Port of Los Angeles
- Port of Long Beach
- Caltrans District 7

RURAL HIGHWAY

Sonoma Creek Bridge

- Caltrans Division of Engineering Services
- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- San Francisco Bay Conservation and Development Commission

Cold Foam In Place Recycling

- Caltrans North Region Materials Lab
- Caltrans North Region Construction
- Caltrans North Region Design

URBAN HIGHWAY

A Community Bridge Watt Avenue Improvement Project

- Sacramento County Department of Transportation
- Nolte and Associates
- MCM Construction

Hwy 50 HOV/Sunrise Interchange

- Caltrans District 3/North Region Project Program Management
- County of Sacramento
- El Dorado County Transportation Commission

MAJOR STRUCTURES

Truckee River Bridge

- Caltrans Division of Engineering Services
Structure Design Branch 7
- Caltrans District 3

Pier View Bicycle and Pedestrian Undercrossing

- Caltrans District 11
- San Diego Unified Port District
- City of Oceanside
- United States Coastguard

ENVIRONMENTAL ENHANCEMENT

Martinez Recreational Shoreline Park Enhancement

- Caltrans District 4
- East Bay Regional Parks District
- City of Martinez
- Parsons

TRANSPORTATION RELATED FACILITIES

San Buenaventura Bus Transfer Station

- City of San Buenaventura
- Ventura County Transportation Commission

Noise Abatement for I-5/40th Street

- Caltrans District 11
- Parsons Brinckerhoff Quade & Douglas Inc.

SYSTEM OPERATIONS

Swarm Adaptive Ramp Metering System

- Caltrans District 7

SAFETY

Angeles Crest Highway Traffic Safety Corridor

- Caltrans District 7 Office of Traffic Investigations
- California Highway Patrol
- Los Angeles County Sheriff's Department
- Caltrans District 7 Division of Maintenance

HISTORIC PRESERVATION CULTURAL ENHANCEMENT

Whittier Depot Transportation Center

- Caltrans District 7 Division of Environmental Planning

MAINTENANCE EQUIPMENT

Coronado Bridge Painting Platform System

- Caltrans District 11 Division of Maintenance

MAINTENANCE OPERATIONS

Culvert Inventory and Assessment

- Caltrans District 2

CONTEXT SENSITIVE SOLUTIONS

Sac 160 Context Sensitive Solutions

- Caltrans District 3/North Region
- City of Sacramento Public Works
- The Broadway Task Force

3rd St Bridge over Napa River

- Earth Tech – J Muller International
- City of Napa
- MCM Construction
- Parsons Brinckerhoff Construction Services

INNOVATION

Fast Setting Hydraulic Cement Concrete Project

- Caltrans District 7
- Morrison-Knudsen Corporation

PUBLIC AWARENESS

Irvine Public Works Community Connection Program

- City of Irvine Public Works Department

JUDGES SPECIAL RECOGNITION – BIGGEST BANG FOR THE BUCK

Grass Valley Cloverleaf

- Caltrans District 3 Maintenance, Grass Valley

*Avalanche Hunters**cont. from page 1*

Lupton, who has been working avalanches along Highway 88 since 1989.

Timing is critical for the Caples Lake crew.

"It takes about 90 minutes from the time the decision is made until the highway is closed and we are ready to bring the snow down," said Lupton. "We are trying to remove the avalanche threat while also taking into consideration the need of the traffic. You don't want to be too early or too late," Lupton explained.

When another four inches accumulates, the snow is again weighed and measured and the crew determines how much settlement has taken place. How much the snow settles also enters into the decision. A total of eight to 12 inches of new snowfall is an average trigger point for avalanche control for the Carson Spur.

As the snow falls, Lupton will drive along the Carson Pass looking for signs that the avalanche danger is reaching a critical point. He pulls over and saws a square into the snowpack to a depth of the new snowfall. Then using his hands, he tugs on the snow in an effort to create his own "mini avalanche." The procedure, called a Rutschblock test, helps determine how easily the snow can be pulled off its perch. If it comes off easily, then the crew knows it is time to trigger an avalanche.

The avalanche hunters have total control in making this call. "It is up to us," said Lupton. "You try to reduce the inconvenience for motorists, but safety first and when it is time, it's time."

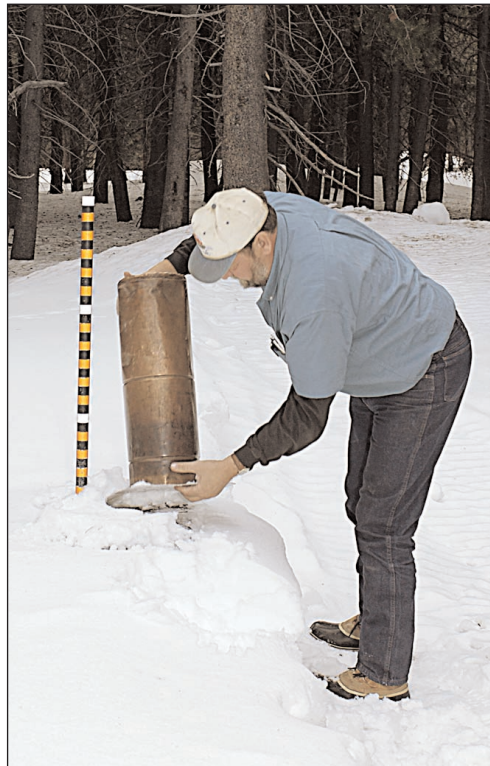
Lupton notifies the District 10 Transportation Management Center in Stockton, which sends out the word that the road will be closed for avalanche control.

"Because Tom is on days, he has to deal with more traffic, especially all the skiers at Kirkwood," said Lacy. "At night, we have much less traffic and a little more flexibility. For example, we may try to do avalanche control before the skiers arrive in the morning even if we could have waited a couple hours."

With the decision made to do avalanche control, the Caples Lake and adjoining Peddler Hill and Woodfords crews swing into action. The road is closed and plows,

load-blowers, graders and sand trucks take up positions. A final drive through is made to make sure all vehicles are out of the area.

Lupton, using a laptop computer in the snow cat, arms and fires the GAZ-EX exploders, which have been placed at 22 different locations on the mountain to trigger mini-avalanches. The GAZ-EX, first used more than 10 years ago in place of the 75-mm shells crews would fire, uses a combination of propane and oxygen to set off an explosion.



Maintenance leadworker Tom Lupton checks the depth of the newly fallen snow to determine if the conditions are present to trigger an avalanche.

With the GAZ-EX, a mountain of snow can be brought down in as little as 10 minutes as opposed to the average two hours it took when shells were fired into the hillside.

The GAZ-EX only addresses part of the problem. There is still the matter of snow perched precariously on the ridgeline at an elevation of 10,000 feet, 2,000 feet above the roadway.

For this situation, Lupton and the other licensed blasters go onto the ridge and set off hand charges. They walk out in snowshoes to the edge of the ridge and pull a 90-second fuse on the hand charge and calmly walk back to the snow-cat.

"You'd be surprised how long 90 seconds is," said Lacy, who has performed this task on nights when the snow is being whipped by winds in excess of 150 mph on nearby ridges.

With the avalanche set in motion, a mountain of snow comes roaring down the hillside, covering the highway.

The average is about 12 to 15 feet deep in a good storm, although Lupton said one time it reached a depth of 50 feet.

"Until the snow comes down, we don't give a prediction of how long it will take to clear the road and get traffic rolling again," said Lacy, who along with Carnell has been triggering avalanches on Highway 88 for more than 10 years. "You just never know how much is going to come down. Sometimes you are sure it will be a good slide and you don't get much. Other times, it is just what you figured."

The crew is proud that no life has been lost in more than 30 years of doing avalanche control. However, there have been some close calls for the crew.

"We have respect for the mountain," said Lupton, whose rig was hit by an avalanche and partially buried. It took a blower from the Caples Lake station more than an hour to dig Lupton and his partner out.

The coordination between the day and night shifts is seamless. "We follow the same procedure. If we don't do the job correctly, we could put people in danger," said Lacy, who is training new crew member Bill Thomas.

This job is not for the weak of heart. Lacy, for example, one night was on the ridge line with his partner setting off hand charges in a blizzard with very high winds.

"The wind was blowing so hard, I was getting hit with chunks of ice. My face was bleeding and I could not see very far in front of me. It is hard to describe unless you've been there. Even so, it's a rush. We have a job to do and we do it," he said.

Lupton, Lacy and Carnell said they can take the freezing cold, the hurricane-force winds and the mountains of snow.

Only one kind of weather condition meets with a universal thumbs down from the trio.

Drought.

Storm Tracking Mixes Old, New Ways To Keep Mountain Passes Open

Jerry Lander casts a wary glance at the gray sky, studiously studying the horizon. It's the middle of an El Niño winter and another storm is heading toward the Sierra Nevada, ready to dump a mountain of snow or a torrent of rain.

Lander, District 3 Maintenance Supervisor at Kingvale and a veteran of more than a quarter century of Sierra winters, has seen just about everything Mother Nature can serve up in terms of weather.

"It's the Sierra in winter and you have to be ready for everything," said Lander.

Lander and his colleagues around the state charged with keeping mountain roadways like Interstate 80, Highways 88 and 70 and the Angeles Crest Highway open long have relied on experience and radio and television weather forecasts to get ready for the next onslaught of ferocious weather.

Now, thanks to the worldwide technology revolution, Caltrans maintenance crews also are able to draw upon computer applications that track weather systems to specific locations.

"The more information we have, the better decisions we can make in terms of deploying our resources to where they are needed most," said Jim Varney, Major Damage Engineer in the Division of Maintenance in Sacramento.

From his workstation in Sacramento, Varney can track storm systems as they make their way from the Pacific across the state. It is the same ability that maintenance superintendents around the state have at their fingertips. Even more promising, said Varney, are continuing advances in models that predict weather several days in advance.

"Modeling by the national climate agencies continues to improve. It's approaching the point where confidence is high enough that Maintenance could strategically deploy resources

well in advance of the weather. Systems also are improving at the micro level, where roadway sensors can predict icing and other adverse conditions. The challenge in the future is to integrate it all into one networked system. When that happens, I think we'll see a quantum leap in sharing weather information both internally and externally with the traveler," Varney said.

While models and sensors are valuable, according to Varney, the ultimate success of dealing with severe weather lies with the crews in the field.

"The experience they have is invaluable. When a storm heads into the state, our field crews know the areas that are prone to receiving the worst of the storm," Varney said. "We approach each winter as if it could be a bad one. We make sure all the equipment is up and operating and the supplies that could be needed are in place."

For Lander and the mountain crews laboring on Interstate 80, Highway 50 and 88, the ability to track the progress of storms on the computer is helpful but not perfect.

"It is pretty easy to track a weather system as it moves from the ocean across the valley. Once it hits the mountains, it's not so easy. Weather systems bumping up against the mountains can be very unpredictable," Lander said.

If the low-pressure system settles in Nevada, what they call a Tonopah low, the bad weather that already left its calling card on the Sierra could make another visit this time from the east.

"You can get hit multiple times from the same storm," Lander said.

When the next storm strikes, Lander and his colleagues will have one eye on the sky and the other on the computer.

"The more information we have helps us keep the roads open and safe," Lander said.

Caltrans Award Winners

The following Caltrans employees have earned *Sustained Superior Accomplishment – Silver* awards. The SSA is given to employees for superior job performance over a two-year period, resulting in an exceptional contribution to the efficiency of state government. The superior award recognizes exceptional contributions to improving state government.



LAUREN WOODHOUSE

Division of Construction

KATIE BENOVAR

Division of Research & Innovation

TONI KANZIER

Division of Research & Innovation

ERIK ALM

Division of Research & Innovation

FRANK HERMANN

District 2 – Maintenance

KRISTINE ELLINGSON

District 5 – Project Management

VICTOR ZORN

District 5 – Maintenance

SALLYBETH SCOTT

Division of New Technology & Research

Caltrans Employees Join In Black History Month Celebration

The contributions of African Americans to the American experience and transportation in California highlighted Caltrans' Black History Month festivities.

"It is always great to pause and remember history and what our ancestors did. But it is equally as important to make sure that we build on those opportunities they gave us for the generations that will follow us," Caltrans Chief Deputy Director Tony Harris told a group of more than 100 department employees participating Black History Month festivities in Sacramento in mid-February.

Harris is the highest-ranking African American engineer in California state government.

His message of opportunity was echoed by a parade of speakers including David B. DeLuz, President of the Sacramento Chapter of the NAACP.

"Our achievements are to be celebrated, but we are not in the promised land yet as a community or a society. We have a whole lot

more business to attend to," DeLuz said.

The Caltrans Black History Month celebration included readings by Sacramento poets Sandy Martin and Terry Moore and musical and dance presentations by Komodenu, a West African Rhythm and Song group, the West Campus High Stompers and John Taylor, Resource Manager for the Caltrans Budget Office, who played a number of selections on his saxophone for the gathering.

In addition, Virginia Simms, an operations analyst in the Human Resources Division in Headquarters, was given a special award for the assistance she provides her fellow workers. Simms has worked in Headquarters Personnel since 1988.

"Virginia is very deserving of this honor. She is a tireless worker, very analytical and has a unique ability of being able to work with people no matter what the circumstances," said Patty Wait, Office Chief, Division of Human Resources, whose friendship and working relationship with Simms dates back more than 10 years.

"Her greatest traits, however, are her human qualities. Virginia is very kind and always willing to help others."



Caltrans' Black History Month celebration included a special honor for Virginia Simms (above receiving an award from Maureen Graves) and a performance by the West Campus High Stompers in Sacramento.

Robert C. Cassano: Former Caltrans Bridge Chief

Robert C. Cassano, longtime Caltrans engineer and a world-renowned bridge expert, died in February.

He was 76.

"Bob Cassano was a true giant in bridge engineering," said Rick Land, Caltrans' chief bridge engineer. "California's world reputation as the leader in transportation was forged in part by the advances in bridge design and construction pioneered by Caltrans engineers. Bob Cassano had a big part in building that reputation."

A native of Gridley in Butte County, Cassano graduated from Yuba College and earned an engineering degree from the University of California, Berkeley. He joined the department in 1951, launching a career that would span 36 years.

His early years in the department were spent in construction and bridge design. He directly supervised design of structures on the Junipero Serra Freeway (I-280 in San

Mateo and Santa Clara counties) and worked on the design of the Vincent Thomas Bridge in San Pedro.



In 1973, he was named chief of the Office of Structures Design, a position he held for a dozen years until taking over as chief of the Division of Structures.

In his roles as chief of Structures Design and the Division of Structures, Cassano helped to pioneer improvements in earthquake design made by the department following the devastating 1971 Sylmar earthquake.

In 1985, Cassano received the Alfred E. Johnson award from the American Association of State Highway and Transportation Officials (AASHTO) for outstanding achievement in the field of engineering.

Following his retirement in 1987, Cassano remained active in the engineering

profession serving as manager of special projects for Imbsen & Associates, an engineering firm based in Sacramento.

In an article in the Caltrans magazine at the time of his retirement, Cassano summed up his career as follows:

"I have taken great pride and satisfaction in seeing that an organization (the Division of Structures) can work efficiently and turn out a quality product, but the fire in this bridge engineer still burns brightly. I guess you could say that I'm just a bridge man at heart."

The California Transportation Foundation (CTF) has established a memorial fund in Cassano's memory.

The Robert Cassano fund will be incorporated into CTF's Worker Memorial and Assistance Program Endowment Fund, which supports Caltrans employees and their families who are in need of emergency financial assistance.

Contributions may be given by check made out to "CTF" and designated "in Memory of Robert Cassano." Checks can be mailed to CTF, P.O. Box 163453, Sacramento, CA 95816.

*Excellence**cont. from page 4*

Judging the contest were:

STEVE ALBERT, DIRECTOR
Western Transportation Institute

AMER ATTAR, PRINCIPAL ENGINEER
City of Temecula

MIKE BROWN, CHIEF
Division of Equipment, Caltrans
Retired

GARY BUSH, CHIEF
Division of Landscape Architecture,
Caltrans, *Retired*

CRAIG COPELAN, CHIEF
Traffic Safety Research Branch,
Caltrans

ROBERT COSTA, MANAGER
Placer County
Department of Public Works

LEE DETER, DEPUTY DIRECTOR
Transportation Management,
Caltrans
Retired

TIFFANI FINK, TRANSPORTATION MANAGER
City of Lodi

M. J. GESTINE, SENIOR CIVIL ENGINEER
City of Irvine
Public Works Department

JULIA GREEN, EXECUTIVE DIRECTOR
San Joaquin Council of Governments

RICHARD HAGGSTROM, CHIEF
Nonmotorized Traffic Branch,
Caltrans

L. SUE HANSON, TRANSPORTATION PLANNER
City of Redding

JOE HECKER, CHIEF
Traffic Operations, Caltrans
Retired

SHERRI HOWARD, ASSOCIATE ENGINEER
City of Carlsbad
Public Works Department

CORY IRIMES,
SENIOR TRANSPORTATION PLANNER
Santa Cruz County Regional
Transportation Commission

BOB JOHNSON, DEPUTY CITY ENGINEER
City of Carlsbad
Department of Public Works

BOB McCLEARY, EXECUTIVE DIRECTOR
Contra Costa Transportation Authority

BILL McCONNELL,
SPECIAL PROJECT ENGINEER
City of Commerce

**BURNEY McINALLY, SENIOR ASSOCIATE/
SURVEY DISCIPLINE LEADER**
David Evans and Associates

NICOLE POSSERT, PRESIDENT
Highland Park Heritage Trust

BOB REMEN, EXECUTIVE DIRECTOR
California Transportation
Commission, *Retired*

GENE SKOROPOWSKI, DIRECTOR
Capitol Corridor
Joint Powers Authority

HAROLD SINGER, P. E., EXECUTIVE OFFICER
Lahontan Regional Water Quality
Control Board

WILL TRAVIS, EXECUTIVE DIRECTOR
San Francisco Bay Conservation
and Development Commission

CHRIS VOGT, DIRECTOR
Public Works Department
City of Pomona

Exams Schedule

The Caltrans Examination Office is providing the following examination information for March:

Associate Caltrans Administrator
Caltrans Equipment Operator II
Electrical Engineering Technician III
Executive Assistant
Printing Trades Supervisor I (General)
Research Analyst II (Economics)
Senior Transportation Surveyor
Supervising Program Technician II
Warehouse Manager II

The following examinations allow for continuous filing:

Caltrans Electrical Technician
Caltrans Electrician I
Caltrans Electrician II
Caltrans Heavy Equipment Mechanic
Deputy Attorney III & IV, Caltrans
Staff Services Management Auditor
Transportation Surveyor, Caltrans
Transportation Surveyor – Party Chief, Caltrans

The following examinations allow for continuous filing on the Internet:

Environmental Planner (Natural Science)
Senior Environmental Planner
Senior Right of Way Agent
Senior Transportation Engineer, Caltrans
Transportation Engineer (Civil)
Transportation Engineer (Electrical)

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